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Letter of 16 October 1963 from the
Director of Central Intelligence to the
Ambassador of the United States.
Next Review Date: 2008

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FID
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CENTRAL INTELLIGENCE GROUP INTELLIGENCE REPORT

COUNTRY Germany/Russian Zone

SUBJECT Ministerium für Schiffbauindustrie (MSP),
Berlin-Köpenick

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ORIGIN

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DATE ~~CONFIDENTIAL~~
INFO. [redacted]

DIST. 12 March 1947

PAGES 3

SUPPLEMENT
ATTACHMENT 1 (3 pages)

Installation

1. The Ministerium für Schiffbauindustrie (MSP), 154-158 Wendenschloss-
strasse, Berlin-Köpenick, was primarily a Soviet-sponsored informa-
tion bureau when it began working in late 1945. At present, MSP
consists of three main departments:

Planning Department, directed by Captain 2nd Class Dekhtyar (engineer),
with three subsidiary sections for shipbuilding, machinery construction,
and electrical engineering.

Material and Shipyard Department, directed by Captain 2nd Class
Slavgorodsky.

Naval Department, directed by Captain 2nd Class Voronets.

2. Working with Dekhtyar in the Planning Department are Lt Col Skrinnik
(building official), Capt 1st Class Danilov (engineer), Capt 2nd Class
Koropov, and Soviet technicians Selivanov, Borissov, Bogulyakov
(Bouglakov?) and Rastogurov (Rastogulyev?).

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Comment: The presence of Capt 2nd Class Voronets at MSP was
first reported in February 1946. He was then working on the develop-
ment of a submarine stabilizing device.

3. MSP's administrative department is headed by Mr. Porhodun, with Mr.
Cordes as counselor. Regierungsrat Gutsche, former chief of the
Versuchstechnische Anstalt für Schiffbau Berlin, went to the USSR
in October 1946, where he was to supervise the reconstruction of
that institute. Names of personalities in charge of the repair
shops and motor pool are not known.

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Comment: Gutsche was mentioned as Gutscheke, former head of
the Prussian Institute for Ship Construction, in a report dated 10
September 1946. At that time, he was engaged in some activity for
OSW, Berlin-Oberschöneweide.

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Employees

4. Of the additional personnel hired during the summer of 1946, approximately sixty percent were former German Navy specialists who joined MSP after failing to find other employment in Berlin subsequent to their release from the British Zone.

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 [REDACTED] Comment: Among MSP German employees, [REDACTED] lists Zimmermann, Naumann, Gebattel, Fromm, and Schlier, but does not indicate whether these persons are ex-German Navy.

5. As of early February 1947, the Planning Department employed approximately 100 persons, including draughtsmen and clerical personnel. It also used a number of interpreters, chiefly Baltic nationals, who may be of German extraction, although they use Russian when talking among themselves. (See Attachment.) About forty percent of the personnel were scheduled to be discharged, but no steps in this direction had been taken up to about 8 February.
6. Up to November 1946, MSP German workers received food in addition to their salaries, but were required to pay for it. Since that time, food packages have been substituted and these also must be purchased by personnel. In December 1946, a few specialists were paid special premiums in recognition of their work.

Activities

7. Up to late January 1947, much of MSP's work consisted of reports by ex-German Navy men on their former activities. About seventy-five percent of the Shipbuilding Section reports covered the entire field of ship construction.
8. In early February 1947, it was ordered that all documents of even the slightest incriminatory nature should be removed and that all work in progress should be related to merchant vessel construction. It was rumored that an Allied Commission was to inspect the installation. Projects were contemplated for the construction of a tanker, cable layer, speed launch, floating crane, and passenger boat, but no detailed orders regarding these projects had been issued up to about 8 February. At that time, MSP's elaborate program (see Attachment) was not being implemented, the staff had little to do, and it was planned to lay off eleven men temporarily. Meantime, without the knowledge of the Russians, various MSP employees had been summoned to appear before British authorities in Berlin for questioning about their work at the plant.

25X1A [REDACTED] 25X1X
 [REDACTED] Comment: [REDACTED] on 4 February that work had come to a standstill at MSP. He claimed that this was due, in part, to the failure of research on remote control equipment, which did not function properly because of flaws in the construction of the amplifier. Ing. Röhr, who had been in charge of this particular project, departed unexpectedly and is now in Göttingen.

Liaison with Technische Universität

9. Part of the teaching staff of the Department for Inland Navigation at the Technische Universität (formerly Hochschule), Berlin, is collaborating with MSP. These specialists, headed by Professor Horn, submit theoretical reports on ship construction. Horn himself examines all reports contributed by MSP's German staff and submits assessments

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of them to the Russians. Foodstuffs constitute the payments made to the professors. This collaboration is said to have been curtailed to some extent in late January 1947.

10. Relations between MSP and the Technische Universität appear to have been fostered by Rector Kucharski. One person, who applied for the position of assistant to Professor Horn, was told that employment depended on his willingness to do some work for MSP.

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Comment: In July 1946, Dr. Walther Kucharski, who was with the Torpedo Research Institute of the German Navy High Command during the war, was reported to be "financially interested in a machine construction company backed by the Russians. The General Science faculty of the Universität expressed their distrust of the Rector on 31 July, but the three other faculties were not in agreement."

11. The Technische Universität also maintains relations with a machine construction section of the Soviet Ministry for Transportation in the Greifswalderstrasse, Berlin. This office uses two rooms in the Universität building.

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Comment: Reference here is probably to the two Russian bureaus located at Greifswalderstrasse 207: the Berlin Technical-Scientific Bureau for Motors and Fuel of the Ministry for Medium Machine Construction, and the Technical Bureau of the Ministry for Medium Machine Construction of the USSR.

Subsidiaries

12. In December 1946, twenty-five German engineers were working on the development of German submarine types at Blankenburg (D25).
13. In December 1946, a special SMA section, under the title Technisches Büro MSP der UdSSR, was reported at work in Magdeburg (Y60). This unit, under Captain Balzer, was occupied with the factory planning of various concerns scheduled to be transferred to Russia. It was also seeking to recruit German technicians to develop complete ground plans. It is not known whether offers of employment included work in Russia.
14. Also in December 1946, an MSP branch at Rossau (E17) was developing the German "Tragflügelboot" of approximately fifty tons. Plans for this craft were being worked on by Dr. Krines in MSP Berlin. Another MSP branch was said to be located in Luckenwalde (Z70).
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15. On 21 January 1947, the Rossau office was employing about fifty men. [REDACTED] the vessel is to be of shallow draught, made of light metal, with propeller drive.
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16. On 22 January [REDACTED] twenty-four of these boats are to be constructed. Engines are alleged to be scheduled for delivery by Daimler-Benz in Stuttgart-Untertürkheim (S12).

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1. Interpreters Employed at MSP (Cf. Para 5 of report)

Ing. Johansson
Dr. Richter (chemist)
Frau Schurbe (secretary to Capt Lekhtyar)
(fnu) Ehrenburg
(fnu) Auschel
(fnu) Normann
(fnu) Kiefer
(fnu) Losinski
(fnu) Burkhardt

2. MSP Projects

Planning Department

Development of mine sweepers and submarines.

German Navy water installations (drinking, washing, sea-water) and fire extinguisher equipment.

Development of aircraft carriers and their specialized equipment, with special attention to the Graf Zeppelin.

Insulation and "Wegerungen" of German naval vessels.

"Rekonstruktion der wichtigsten maschinen-baulichen Entwurfsarbeiten, insbesondere von Torpedobooten und Zerstörern mit Turbinen- und Motorantrieb."

Development of submarines and small combat vessels.

"Berechnungsmethoden der Notausblasseleitungen von U-booten."

Report on periscope developments.

Calculation of the resistance of shafting (Wellenleitungen).

General information about oscillation metals.

Report on firing tests with armor plates.

"Werkstofftechnische Abnahmebedingungen für homogenen Panzer."

"Werkstofftechnische Abnahmebedingungen für Panzersprenggranaten und Sprenggranaten."

Welding operations used in German ship construction.

Stability of submarines and methods used in calculating stabilization.

Result of propeller tests in the German Navy.

Calculation methods used for "Kortdüsen" propellers.

German Navy electrical equipment, including cables, switches, and fittings for all types of vessels.

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Project for an air conditioning plant for submarines.

Project for a jet propeller for tugs.

Project for a sliding mount for how gunner equipment.

Plans for the construction of a 3,000-ton destroyer.

Preliminary draft for a launch.

Preliminary draft for a "schwimmender Stützpunkt."

Preliminary draft for a cable layer.

Methods used in calculating the stability of surface vessels.

Report on German Navy construction of adjustable propellers.

25X1A [REDACTED] Comment: The items above are taken from [REDACTED]

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25X1X [REDACTED] In an earlier report, dated 21 January, he had included the following:

Preliminary draft for a corvette.

Design of machinery for a destroyer (steam, engines, auxiliary engines).

Design of ventilating apparatus.

Hull vibrations.

Development of lifeboats.

Insulation of a warship.

Sailing performances of various vessels and research aimed at increasing speeds.

Reconstruction of essential machinery for:

Torpedo boat 37
Torpedo boat 44
Fleet torpedo boat 41
Destroyer 42 (Diesel engines)
Battleship Q
Reconnaissance cruiser 38
Battleship Bismarck

Material and Shipyard Department

Installation of a submarine pen for repair and new construction work.

Equipment of German shipyards, such as the "Helling" plants, cranes, repair shops, etc.

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Reports on materials used by the German Navy and conditions under which such materials were accepted.

Naval Department

Defensive measures against submarines.

Submarine chasers and their equipment.

Harbor blockades, etc.

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